

COUNTRY Soviet Zone

REPORT NO.

TOPIC Verneuchen Airfield

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1. Between 10:30 a.m. and 3:15 p.m. on 4 March 1952, there was a practice alert at Verneuchen airfield. The alert signal was given by a siren at the field which sounded for about 5 minutes. Within about 15 minutes, all the aircraft at the field were uncovered and made ready to take off. However, it was not observed that the planes were being refueled or that their engines were run up. All the motor vehicles were parked at assigned positions within about 40 minutes. The fire trucks, ambulances and special vehicles provided with equipment for emergency landings were parked and camouflaged with fir branches in the woods not far from the target range. The tank trucks were parked on the road pointing toward the exit at the main guardhouse. They were not camouflaged. Ten Soviet Air Force soldiers with field glasses went to the above ground bunker. During the practice, telephone cables were being laid from the radio installation in the barracks building to the above ground bunker. The practice ended at 3:15 p.m. without any signal. The vehicles returned to their parking lots and the aircraft were covered with tarpaulins. Four officers supervised the alert practice.

2. Between 7 p.m. on 4 March and 1 a.m. the next morning, three aircraft took off individually five or six times and circled in cloudless weather for about 30 minutes. Between 7:30 a.m. and 2 p.m. on 5 March, there was flying in a cloudless sky. The take-offs were made from west to east against an easterly wind. No change was observed on the runway lighting facilities. The red spotlight, previously located on the extension of the runway, was being removed. The other two spotlights, one east and the other west of the runway, were being turned toward the west. Two radio trucks including one with two rod antennas were parked 200 meters north of the west end of the runway. Contrary to previous observations, source observed in the sun shine that

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25X1C

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25X1

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SECURITY INFORMATION

2

25X1A

3. During the night of 10 March, from 7:30 p.m. to 2 a.m., three aircraft circled the field for 30 minutes. The planes took off and landed individually. There was a cloud base of about 600 meters. On 15 March, maintenance work was being done on aircraft at the field.

4. From 9 p.m. on 17 March to 2 a.m. the next morning, three aircraft circled the field. Their flight time was about 15 minutes. Between 8:30 a.m. and 1 p.m. on 18 March, individual take-offs were made by nine aircraft which circled for 45 minutes, then assembled in a formation and disappeared toward the southeast.

25X1C

25X1C

The formation took off four times. Between 7 p.m. and 3 a.m., several take-offs were made by three planes.

5. Between 6 a.m. and 12:30 p.m. on 19 March, there was flying at an altitude of 1,000 meters. The sky was 10/10 overcast. The planes took off individually and headed toward the southeast. Their flight time was between 25 and 45 minutes.

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Between 7:30 p.m. and midnight, several take-offs were made by three individual planes which circled for 30 minutes.

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6. Between 6 a.m. and noon on 20 March, there was local flying.

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25X1C

The aircraft remained aloft for 20 to 30 minutes. All the [redacted] were blue. There was a 5/10 overcast and a 1,000-meter cloud base. Between 8 a.m. and 3 p.m. on 21 March, seven aircraft made individual take-offs and local flights. The [redacted]

25X1C

25X1C

There was a 4/10 overcast at an altitude of 600 meters. No flying was practiced at the field on 22 March after 6 a.m.

7. At 4:30 p.m. on 20 March, a twin-engine plane with radial engines appeared over the field at an altitude of 600 to 700 meters. It circled once and then headed southeast. Source observed that four soldiers parachuted from the plane about 2 km from the airfield. The parachutes opened after dropping 60 to 100 meters. The plane circled once before it resumed its previous course. Source observed that eight more soldiers parachuted in groups of four. The plane circled once between the jumps by the two groups. Source observed that one jumper of the last group was equipped with two parachutes.

25X1A

8. On 21 March, a train of 25 tank cars moved to the fuel dump. According to inscriptions on the tank cars, each had a capacity of 16 to 18 tons.

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On 19 March, [redacted] hauled bombs from the bomb dump to the aircraft hardstands where the bombs were stored by the side of the aircraft. About 1:30 p.m., 30 tank cars with fuel arrived in the fuel dump on the spur track. On 20 March, [redacted] hauled crated bombs, about 2 meters long, from the bomb dump to the aircraft hardstands. The bomb crates took up the whole width of the trucks. The boards of the crates had intermediate spaces of about 10 centimeters. They were held together by hoop iron. The bombs were not painted but considerably rusty.

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SECURITY INFORMATION

4

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25X1A

16. Between 8:30 and 11:30 a.m. and from about 1 to 5:30 p.m. on 7, 8 and 10 March, there was intensive flying at the field. Nine type-27 and individual type-30s took off at intervals of 200 meters. They assembled in the air in wedge formations of three, six and nine planes. The planes flew large circles over the field for 30 to 55 minutes. They landed individually. After about 15 minutes, individual aircraft again took off and assembled in the air. It could not be determined whether these were the same aircraft as observed previously. Between 8:30 a.m. and 3:30 p.m. on the days from 12 to 15 March, individual type-27 and type-30 planes circled the field. On 16 March, there was no flying throughout the day. Between 6 and 11:30 p.m., individual jet bombers flew small circles over the field. Source observed that the landing light fitted on the nose of a plane was switched on when the plane approached over the houses on the eastern perimeter of Werneuchen. From 8 to 11:30 a.m. and from 1 to 3 p.m. on 18 and 19 March, local flights were made by type-27 and type-30 aircraft flying individually and in formations of up to nine. On 20 March, parachuting was practiced. Shortly after the release, a bell-shaped parachute opened. Another and smaller parachute, which was suspended diagonally below the first one, opened about 200 meters above ground.
17. At 7 a.m. on 12 March, ten railroad tank cars were observed at Werneuchen railroad station. They were shunted into the fuel dump at 10 a.m. At 11 a.m. on 14 March, five railroad tank cars arrived with the regular freight train. Shortly after their arrival, they were shunted to the fuel dump. (9)
18. On 20 March, source learned from an electrician of the long distance power station that, during the night of 19 to 20 March, he was called to switch off the electric current, because the rope of a sleeve target had fallen on the high tension line in Werneuchen.
19. Since early March, a train with construction material including gravel and broken stones arrived in Werneuchen almost daily. The material was unloaded and stored at the point where the spur track makes a bend just north of Werneuchen-Hirschfelde road. Recently, Bauunion Brandenburg has continuously hired new construction laborers who were quartered in the settlement just southwest of the tree nursery. (10)

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Comments.

- (1) The number of railroad tank cars which reportedly arrived at the same time is unusually high. It is believed that the tank cars observed are the extra tank cars which were previously reported by another source.
- (2) For location of the wooded area where the planned fuel dump is to be constructed, see Map GSCC Hill, Sheet 2348. This woods is about 200 meters southeast of the eastern barracks buildings on the southern edge of the field. On the lower margin of the photostat there is a written Russian note of verification and an order to clear the old drainage system.
- The plane was the two number probably belongs to the 100th Regiment of Brand. The aircraft of the two regiments in Werneuchen Since about 10 March, nine aircraft of the Brand regiments have been probably stationed in Werneuchen.

25X1C

25X1A

25X1

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25X1

5

- (4) The green lights under the fuselage were previously reported. They are believed to be control lamps which are visible when the landing gear is extended. When the landing gear is retracted, these lights can be easily confused with the green port lights.
- (5) For location of hangars, [redacted] the gasoline storage facility next to the one hangar may be a fuel dump for motor vehicles.
- (6) The correctness of this observation is greatly doubted although a similar observation was previously reported from Oranienburg. It is believed that the object under the fuselage is a radar set. However, it has not been determined whether radar sets are fitted in these aircraft. The information that the bulge is used as an entrance hatch is believed to be incorrect. For aerodynamic reasons an entrance hatch must be in line with the fuselage. Source probably drew wrong conclusions from the work he observed being done on the open bulge.
- (7) This observation of the antenna on the type-30 plane requires confirmation.
- (8) Some of the statements concerning the arrival of tank cars furnished by various [redacted] [redacted] differ greatly. It appears that it has not been possible for [redacted] to observe all tank cars which arrive at airfields in the Soviet Zone of Germany.
- (9) Source corrects his previous report in which he stated that 10 empty tank cars left on 12 March and five empty tank cars left on 14 March.
- (10) A second taxiway has been under construction in Wernauchen since 26 February 1952.
- (11) There was intensive flying usually in large formations. It appeared that an exercise was held by the entire Northern Bar Div from Brand airfield on 28 March 1952. [redacted] The two regiments in Wernauchen are equipped with about 40 type-27 and type-30 planes. Nine aircraft from Brand have been probably stationed in Wernauchen since about 10 March 1952. On 14 March, only 40 aircraft were observed on the landing field. It is believed that more aircraft were parked in the hangars.

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